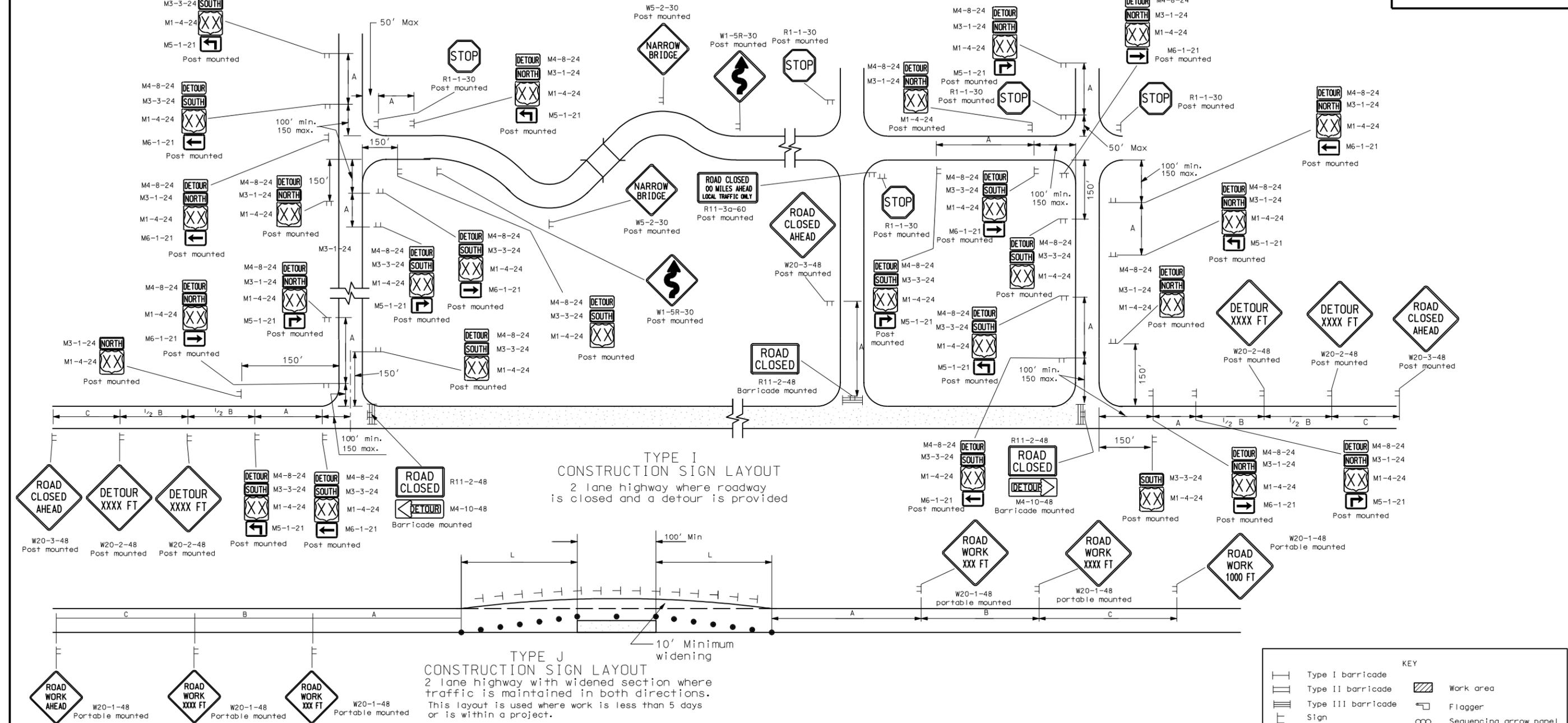


CONSTRUCTION SIGN AND BARRICADE LOCATION DETAILS



- Notes
- Variables
S=Numerical value of speed limit or 85th percentile. W=The width of taper.
L=Minimum length of taper, or $S \times W$ for freeways, expressways, and all other roads with speeds of 45 mph or greater, or $W \times S^2 / 60$ for urban, residential, and other streets with speeds of 40 mph or less.
 - Barricade shown to be placed on roadway shall be on a moveable assembly. sign to be mounted on barricades shall be mounted with the sign bottom on the top of the top barricade bar. Sign shown to be placed on the shall be placed on skid mounted assemblies.
 - Delineator drums, or cones used for tapering traffic shall be spaced at dimension "S". Delineator drums, or cones used for tangents shall be spaced at 2 times "S".
 - The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 MPH. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit shall be placed at $1/2 B$.
 - When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
 - Existing speed limit signs within a reduced speed zone shall be covered.
 - Obliterated or covered payment marking shall be paid for as Obliteration of Pavement Marking. The covering shall be approved by the engineer.

- All Route Markers shall be furnished by the state and shall be obtained and installed by the contractor unless noted otherwise in the plans.
- The contractor has the option of using portable sign supports in lieu of post mounted sign as shown on the standard drawings as specified in section 704.03 C.

KEY

	Type I barricade		Work area
	Type II barricade		Flagger
	Type III barricade		Sequencing arrow panel
	Sign		Type A delineator or vertical panels back to back
	Delineator drum		
	Cones		

ADVANCE WARNING SIGN SPACING

Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

10-1-86

REVISIONS

DATE	CHANGE
05-01-92	General Revisions
05-28-96	W21-4-48
08-15-96	Revise flag note
10-01-99	General Revisions
11-15-99	Add Width Taper in note
01-05-01	Revised note 3
04-02-02	Type I subtitle
07-25-03	Revised W21-4 to W20-1
04-01-04	Rev. Warning sign spacing
12-01-04	PE stamp added
06-29-05	Rev. Adv. Warning Table, Rev. Note 4

This document was originally issued and sealed by Mark S Gaydos Registration Number PE-4518, on 06/29/05 and the original document is stored at the North Dakota Department of Transportation